THE STATION-CRIMINALITY NEXUS: HOW TO PROTECT THE STATION FROM BEING CRIMINOGENIC

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Content

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- Relationship City – Station - Criminality
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“What attracts people most, it would appear, is other people.”

“The human backside is a dimension architects seem to have forgotten.”

“It is difficult to design a space that will not attract people. What is remarkable is how often this has been accomplished.”

“So called “undesirables” are not the problem. It is the measures taken to combat them that is the problem… The best way to handle the problem of undesirables is to make the place attractive to everyone else.”

The station in the city

- Urbanism (Wirth, 1938):
  Not only: physical – spatial definition

  But also: specific “way of life” characterized by social, cultural and religious heterogeneity, relative anonymity, dispersed social relations, social contrasts, segregation and differentiation

- a *metafore* for the development in today’s *society* (De Visscher).
The station in the city

Observations:

- More intensive interactions between cities and rural areas
- “in-between cities” (Zwischenstadt)
- No relation between urbanism and industrialisation anymore.
  - Only in China cities are “temporary”
  - Exodus of the rural surplus – Bidonvilles/Favellas
  → perimeter of railway stations
City criminality and the city – criminality nexus

- City criminality in Europe = 2x Country side criminality
- Worldwide phenomenon except for Asia.
- Explanations:
  - More opportunities for criminality in cities vs countryside
  - Less informal social control
    - Weakness of family and community relations
  - More motivated offenders (→ displaced young men facing relative deprivation)
How to protect the station of being criminogenic?

- Application and understanding of KEY THEORIES
  1. Defensible space
  2. Routine Activity Theory
  3. Crime Pattern Theory
  4. Broken Windows theory

- Environmental Criminology
  - FOCUS on environmental or context factors that can influence criminality: Space, Time, Law, Offender, Target
How to protect the station of being criminogenic?

- Cities and stations:
  Production/administration ➔ Consumption, spectacle, free time

- **Sustainable development**: profound changes in thinking, in economic and social structures and in consumption and production patterns.

- Urban concept should be related to crime and fear of crime reduction

- Interrelated concepts of sustainable urban development *(Cozens)*: **CPTED**
Designing out crime
Crime Prevention Through Environmental Design

CPTED – Crowe (2000)

Moffat (1983, p. 23)

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- NATURAL SURVEILLANCE

Before

After

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- Eyes on the street

Manipulation of natural and artificial light to provide commuters with more of an open space and feel more connected with the street level.
CPTED

- TERRITORIALITY
  - Definition of space / sense of ownership
  - All spaces have a clearly defined and designated purpose
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- Maintenance

Before

After

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- **DEFENSIBLE SPACE** (Newman, Oscar. (1972))
  - Defensible space should allow people to see and be seen continuously
  - People must be willing to intervene or report crime when it occurs
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- ACTIVITY PROGRAMME

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- FORMAL ORGANIZED SURVEILLANCE
  - Presence and visibility of staff and CCTV provides a reassurance to passengers and a deterrent to potential offenders.
CPTED

- ACCESS CONTROL
CPTED

- TARGET HARDENING

- FORMAL ORGANIZES SURVEILLANCE
- NATURAL SURVEILLANCE
- ACCESS CONTROL
- TERRITORIALITY
- ACTIVITY PROGRAMME
- DEFENSIBLE SPACE
Conclusion

- Start before building!
- Understanding of passenger’s fear of crime
- What works?
...Thank you
for your kind attention